

**DEPARTMENT OF THE ARMY  
OFFICE OF THE ASSISTANT SECRETARY OF THE ARMY (CIVIL WORKS)**

**COMPLETE STATEMENT  
OF**

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ASSISTANT SECRETARY OF THE ARMY (CIVIL WORKS)**

**FOR THE HEARING BEFORE THE**

**SUBCOMMITTEE ON WATER RESOURCES AND ENVIRONMENT  
COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE  
UNITED STATES HOUSE OF REPRESENTATIVES**

**ON**

**CONTRIBUTIONS OF PORTS AND INLAND WATERWAYS TO THE NATION'S  
INTERMODAL TRANSPORTATION SYSTEM**

**ROOM 2167, RAYBURN HOUSE OFFICE BUILDING  
1100 HOURS, 17 SEPTEMBER 2003**

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MR. CHAIRMAN AND MEMBERS OF THE SUBCOMMITTEE:

**INTRODUCTION**

I am John Paul Woodley, Jr., Assistant Secretary of the Army for Civil Works. I am pleased to appear today with Lieutenant General Robert Flowers, Chief of Engineers, to discuss the importance of the Nation's system of ports and inland waterways constructed, operated and maintained by the U.S. Army Corps of Engineers (Corps). We will also discuss how the navigation mission of the Corps serves the Nation.

**Ports and Waterways**

The navigation mission of the Corps was established in the Survey Act of 1824. Since that time, the Corps has established a tradition of supporting navigation needs through the construction and maintenance of ports and waterways across the Nation. The ports and waterways the Corps has constructed and maintains serve the people in 41 States. The system includes 926 coastal, Great Lakes and inland ports; nearly 12,000 miles of channels; and 240 lock chambers at 195 sites that the Corps operates for navigation. In 2001, nearly 2.4 billion tons of cargo moved through these ports and on the waterway systems. Many components of the waterways system are old, with 145 locks in operation for more than 50 years. The two oldest that the Corps operates are on the Kentucky River, and were opened in 1839. We continue to study and research ways to

effectively and efficiently maintain the system and identify and implement improvements needed to support the increasing demands on the ports and waterways.

Some of the projects of the inland waterways system serve multiple purposes. In such cases, it is important that the water resources responsibilities of the Federal Government are organized and managed to ensure that the often-competing uses of water can be evaluated jointly and properly managed.

International trade is a growing part of our Nation's economy, and involves all elements of our intermodal transportation system. Our ports and waterways can provide reliable and economic alternatives to address projected growth in international trade, if they are maintained and improved where justified. We also will need to consider non-federal sources of capital -- port authorities, shipping companies, and others -- when we plan the billions of dollars that are likely to be needed to rebuild and maintain these investments. The intermodal interfaces between water-borne and ground transportation modes are vital, as well. Future economic growth in the United States would benefit from an efficient and effective integration of the various modes of surface transportation, and the Corps' role in these aspects of the Nation's economic development is significant.

Our ports, waterways and surface transportation systems also contribute to the Nation's security and support our military in addressing their worldwide missions.

### **Integration of the Environment with Waterway and Harbor Development**

Several hundred million cubic yards of sediment are dredged from United States ports, harbors, and waterways each year. Traditional dredging methods discharge sediment into confined disposal facilities or other waters of the United States, including oceans, rivers, lakes, wetlands, and estuaries.

Where dredged material is not contaminated, it can be a valuable resource. Beneficial use of dredged material has become a viable option to traditional "dredge and dispose" methods for many projects. Initially, beneficial uses of dredged material were primarily to build or expand land for airports, ports, residential, or commercial development.

More recently, we have begun using our dredging operations to support aquatic ecosystem restoration opportunities. Permit me to mention just two examples that have achieved dramatic results, which serve to demonstrate the outcomes of integrated management.

In the Chesapeake Bay, Poplar Island, recently on the verge of disappearing, is today a national model for habitat restoration and the beneficial use of dredged material. The Corps' Baltimore District has teamed with the Maryland Port Administration and other Federal and State agencies to restore Poplar Island using dredged material from the Baltimore Harbor and Channels Federal navigation projects. This action returned Poplar Island to its former size and important ecological function while helping to ensure the economic vitality of the region. Approximately 40 million cubic yards of dredged material will be placed to develop 570 acres of wetlands and 570 acres of uplands.

The Port of Houston Authority and the Corps constructed a 220-acre demonstration marsh in connection with deepening of that port. The marsh has provided important nesting habitat for terns and skimmers. This project was awarded the 1996 American Association of Port Authorities Environmental Enhancement Award.

### **SUPPORT TO THE NATION**

The multiple missions and structure of the Corps have provided unique flexibility that has been crucial to the Nation in times of crisis and in support of efforts in the development of other nations. Many times the same requirements, capabilities and objectives apply to the accomplishment of the Civil Works and military support missions. Seventy percent of Corps personnel are assigned to Civil Works activities on a day-to-day basis. The Civil Works staff has been and continues to assist the military and the Nation in addressing crises and meeting needs around the world, including the Homeland Security mission that is so much on the minds of the American people now.

I deeply appreciate the courtesy of the Committee. I look forward to working with the Chairman and all members to address the navigation and other water resource challenges of the nation.

### **CONCLUSION**

Mr. Chairman, this concludes my statement. I look forward to working with you and the Ranking member and other Committee members on matters of mutual interest and concern. I would be pleased to answer any questions you or the other Subcommittee members may have.